



U.S. Department of Transportation

Federal Motor Carrier Safety Administration

Field Systems Team CD Release

February 14, 2005

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Introduction

Enclosed is the latest Field Systems CD containing the following software:

New Software and Version	Required Upgrade Date	You can upgrade from version...
ASPEN 2.5.1	03/31/2005	2.4.2 or higher
CAPRI 6.2.1	03/31/2005	6.1 or higher
CaseRite 3.3.4	03/31/2005	3.3.3
CDLIS Access 3.3.6	03/31/2005	2.0 or higher
eFOTM 120104	03/31/2005	071904
HMPIP 1.7	02/28/2005	N/A
ISS 2.9	03/31/2005	2.8
PIQ 2.5.1	03/31/2005	2.4 or higher
ProVu 3.0	03/31/2005	2.11 or higher
UFA 2.4.3	03/31/2005	2.4.0 or higher
Cisco Systems VPN Client 4.0.5(REL)		
Firebird 1.5.1		
SAFETYNET Utility		
UAS		

These applications have been tested and are supported on the Microsoft Windows 2000 SP 4 and XP SP 2 operating systems.

Please install the FST Software as soon as possible, but no later than the required upgrade date. If you do not have the version noted in the right column of the above table installed, please uninstall your older version before installing the latest version (refer to the following upgrading section for more information).

The FMCSA Field Systems Team releases software annually via CD and semiannually via the Information Systems Web site (infosys.fmcsa.dot.gov). You will be notified of the significant software changes included in the semiannual release.

Upgrading the Applications

We suggest that you review the following information specific to the applications before upgrading.

- [ASPEN 2.5.1](#)
- [CAPRI 6.2.1](#)
- [CaseRite 3.3.4](#)
- [CDLIS Access 3.3.6](#)
- [ISS 2.9](#)
- [PIQ 2.5.1](#)
- [ProVu 3.0](#)
- [UFA 2.4.3](#)

ASPEN 2.5.1

To upgrade to ASPEN 2.5.1 you must have ASPEN 2.4.2 or higher installed. If you do not have ASPEN 2.4.2 or higher installed, please uninstall the older version of ASPEN before installing ASPEN 2.5.1. As always, remember to back up your work.



To use ISS, PIQ, and ASPEN together, you must install the ASPEN 2.5.1, ISS 2.9, and PIQ 2.5.1 at the same time.

CAPRI 6.2.1

To upgrade to CAPRI 6.2.1 you must have CAPRI 6.1 or higher installed. If you do not have CAPRI 6.1 or higher installed, please uninstall the older version of CAPRI before installing CAPRI 6.2.1. Upgrading to CAPRI 6.2.1 should not result in the loss of any data. However, it is highly recommended that you perform a backup of all data before installing CAPRI 6.2.1.

➤ **IMPORTANT!** ➤ CAPRI 6.2.1 requires the Firebird database client version 1.5.1. You must uninstall any older Firebird version before installing Firebird 1.5.1.

To uninstall Firebird

- 1 From the Control Panel, click **Add or Remove Programs**.
- 2 Select **Firebird** and click **Remove**.
- 3 Follow the prompts to remove the application.

To install Firebird

- 1 Install the latest version of Firebird from the FST CD.
Firebird is also available from the FMCSA InfoSys Web site <http://infosys.fmcsa.dot.gov/>.
- 2 Follow the prompts using the default settings to install Firebird.



You must have administrative rights to your computer to install the FST software.

► **IMPORTANT!** ► Install both Firebird 1.5.1 and CAPRI 6.2.1 prior to launching CAPRI 6.2.1 for the first time.

CaseRite 3.3.4

To upgrade to CaseRite 3.3.4, you must have CaseRite 3.3.3 installed. If you do not have CaseRite 3.3.3 installed, please uninstall the older version of CaseRite before installing CaseRite 3.3.4. As always, remember to back up your work.



To use CaseRite, UFA, and CAPRI together, you must install the CAPRI 6.2.1, CaseRite 3.3.4, and UFA 2.4.3 at the same time.

CDLIS Access 3.3.6

To upgrade to CDLIS Access 3.3.6 you must have CDLIS Access 2.0 or higher installed. If you do not have CDLIS Access 2.0 or higher installed, please uninstall the older version of CDLIS Access before installing CDLIS Access 3.3.6. As always, remember to back up your work.

ISS 2.9

To upgrade to ISS 2.9, you must have ISS 2.8 installed. If you do not have ISS 2.8 installed, please uninstall the older version of ISS before installing ISS 2.9. As always, remember to back up your work.



To use ISS, PIQ, and ASPEN together, you must install the ASPEN 2.5.1, ISS 2.9, and PIQ 2.5.1 at the same time.

PIQ 2.5.1

To upgrade to PIQ 2.5.1 you must have PIQ 2.4 or higher installed. If you do not have PIQ 2.4 or higher installed, please uninstall the older version of PIQ before installing PIQ 2.5.1. As always, remember to back up your work.



To use ISS, PIQ, and ASPEN together, you must install the ASPEN 2.5.1, ISS 2.9, and PIQ 2.5.1 at the same time.

ProVu 3.0

To upgrade to ProVu 3.0 you must have ProVu 2.11 or higher installed. If you do not have ProVu 2.11 or higher installed, please uninstall the older version of ProVu before installing ProVu 3.0. As always, remember to back up your work.

UFA 2.4.3

To upgrade to UFA 2.4.3 you must have UFA 2.4.0 or higher installed. If you do not have UFA 2.4.0 or higher installed, please uninstall the older version of UFA before installing UFA 2.4.3. As always, remember to back up your work.



To use CaseRite, UFA, and CAPRI together, you must install the CAPRI 6.2.1, CaseRite 3.3.4, and UFA 2.4.3 at the same time.

Installing the Applications

All field systems team software must be installed and uninstalled by a user with administrative rights. Before continuing with the installation, please verify that you have administrative rights on the computer to which you are installing the applications or locate your administrator to complete the installation.

Installing the FST Applications

From the central menu, you will select and launch the individual installers for each application. These installers will determine if there is adequate disk space.



After completing all installations, the installer will prompt you to reboot your computer to enable all systems.

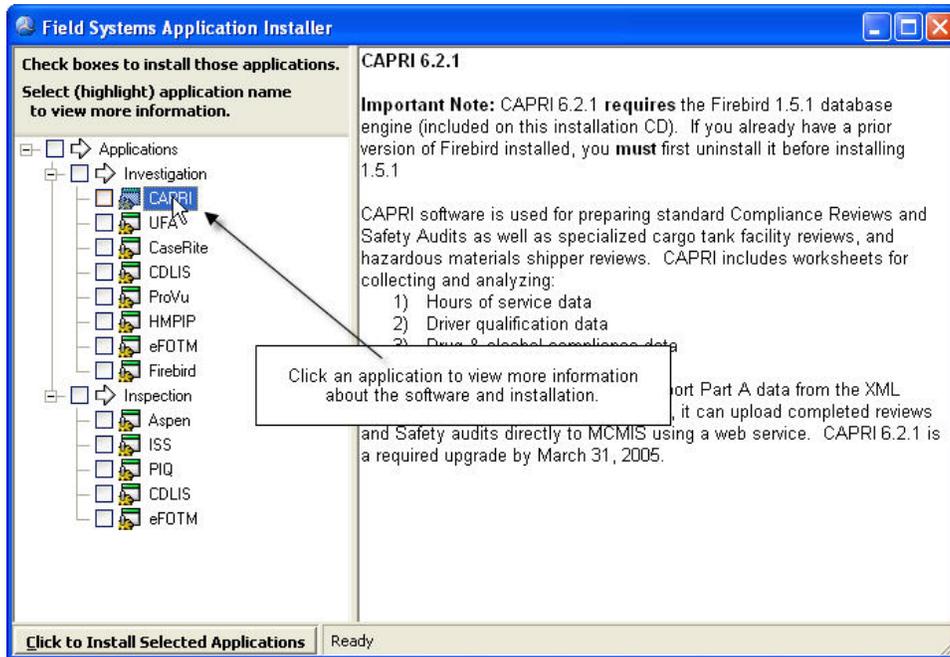
➤ **IMPORTANT!** ➤ Before installing the FST software, please close all other applications.

To install the Field Systems Team software

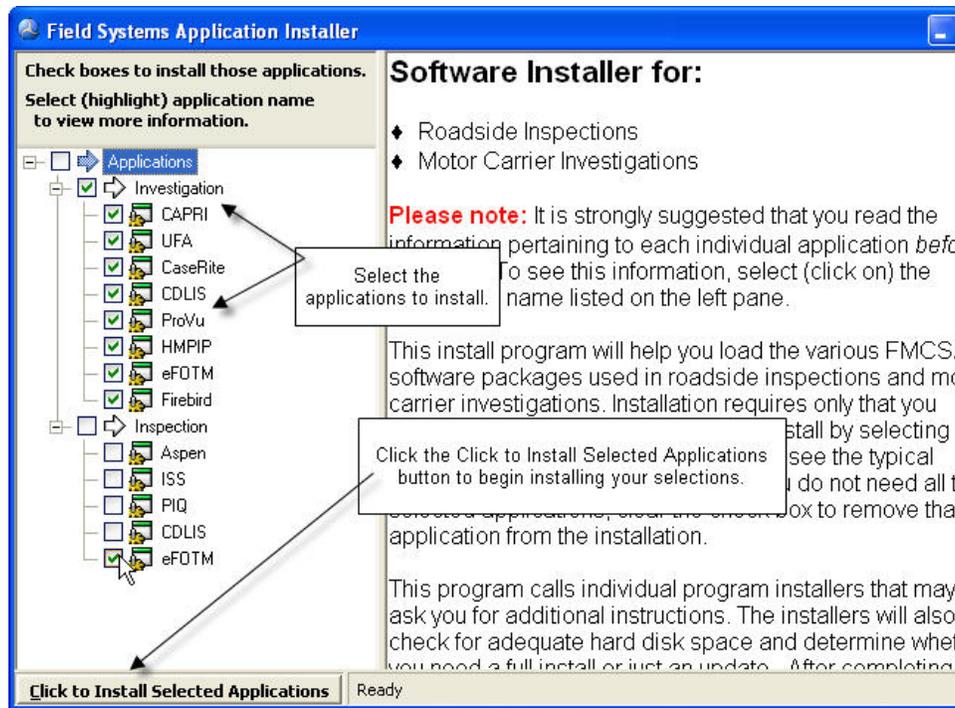
- 1 Insert the FMCSA Field Systems Team CD into your CD-ROM drive and choose from the following options:
 - If Auto-Run is enabled on your system, the Field Systems Application Installer dialog box will appear.
 - If the Field **Systems Application Installer** dialog box does not immediately open:
 - a From the **Start** menu, select **Run** and browse to locate your CD drive.
 - b Select **Setup.exe** and click **Open**.
 - c In the **Run** dialog box, click **OK**.



- 2 From the **Field Systems Application Installer** dialog box, choose from the following options:
- To view information on the applications and installations, click an application name. Application specific information displays in the right pane.



- To select an application for installation, click the application's check box.
- To remove an application from your selection, clear the check box.

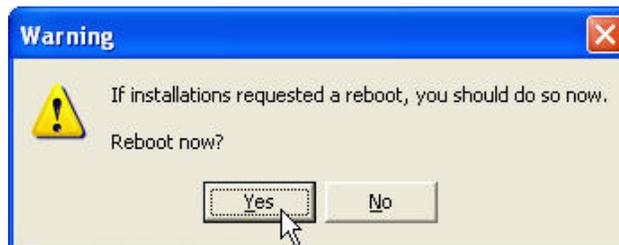


- 3 Click **Click to Install Selected Applications** to begin the installation process.
- 4 In the **Confirm** message, verify the selected software and click **Yes**. The installer begins the first selected installation.
- 5 Follow the prompts in each installation.



If an installation prompts you to reboot your system, click **No**. Do NOT reboot when installing multiple applications. Wait until after the final installation to reboot.

- 6 After the last installation, the following message displays. Click **Yes**.



Your computer will reboot.

➤ **IMPORTANT!** ➤ Install both Firebird 1.5.1 and CAPRI 6.2.1 before launching CAPRI 6.2.1 for the first time.

Installing Cisco Systems VPN Client 4.0.5(REL)

Included on this CD, as a separate installation, is the latest version of the Cisco Systems VPN Client. If you need to access the FMCSA/SAFER systems from a remote site, and do not have a VPN already installed on your machine, you will need to install the Cisco VPN.

The VPN installation is located on the CD in the VPN directory. Before installing, please read the [VPN installation](#) instructions located in the VPN folder.

Installing the SAFETYNET Utility

Recent changes have affected the Out-Of-Service calculation processing known as OOS violations counts. SAFETYNET has three out of service violation counts:

- Total Driver OOS
- Total Vehicle OOS
- Total OOS (sum of Driver and Vehicle)

Included on this CD is the SAFETYNET utility, which corrects this OOS count issue. This utility will work with any version of SAFETYNET that is version 2.0 or higher.

The SAFETYNET Utility installation is located on this CD in the SAFETYNET_UTILITY directory. Install the utility from this directory onto the SAFETYNET Server. After installing, you can run the utility and identify inspections for inclusion in the next MCMIS update.

To run the utility

- 1 Launch SAFETYNET.
- 2 Select a range of dates.

The inspections within the selected date range will be processed and the driver, vehicle, and total OOS counts recalculated and compared to the detail violation records. If the count is incorrect, the inspections will be updated, marked for upload, and included in the next MCMIS update.

Installing UAS

Included on this CD, as a separate installation, is the latest version of the User Authentication System (UAS). The UAS enables you to use a terminal window for authentication on the Volpe server when you are not on the FMCSA network.

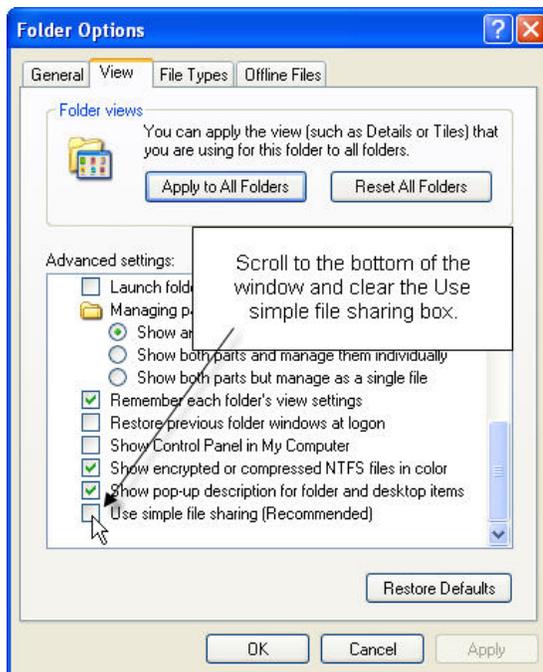
The UAS installation is located on the CD in the UAS directory. Before installing, please read the [UAS installation](#) instructions located in the UAS folder.

Configuring the Applications

If you are installing these applications to a Windows XP environment for a Power User, you will need to change the user permissions to enable the Power User to **modify**. Without this ability, Power Users will be unable to access or update an application's database.

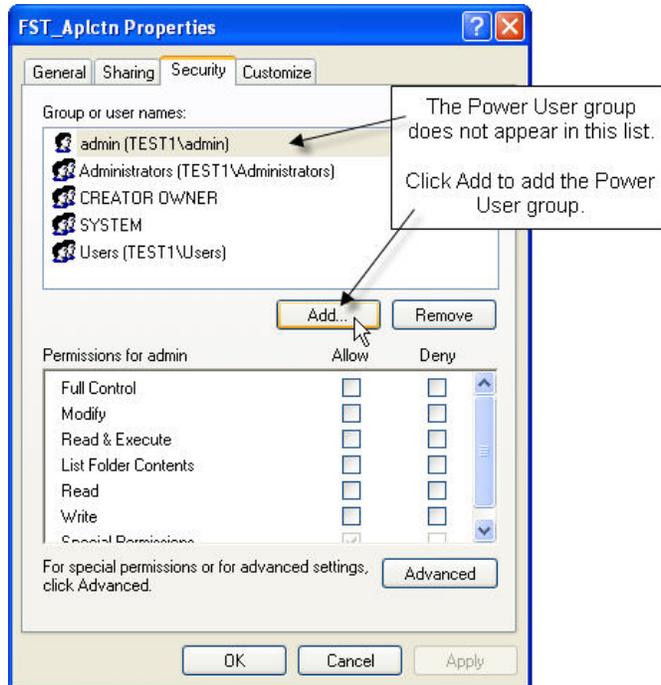
To change security permissions in Windows XP

- 1 Log on to the computer with administrator rights.
- 2 From the **Start** menu, select **My Computer**.
- 3 From the **Tools** menu, select **Folder Options**.
- 4 Click the **View** tab.
- 5 Scroll to the bottom of the list, clear the **Use Simple File Sharing** check box, and click **OK**.



- 6 Right-click the Field Systems Team application folder on which you want to change permissions, for example:
 - C:\FSGApps
 - C:\CASERITE_ECPS
 - The directory where you selected to install the application
- 7 Select **Properties**.
- 8 Click the **Security** tab

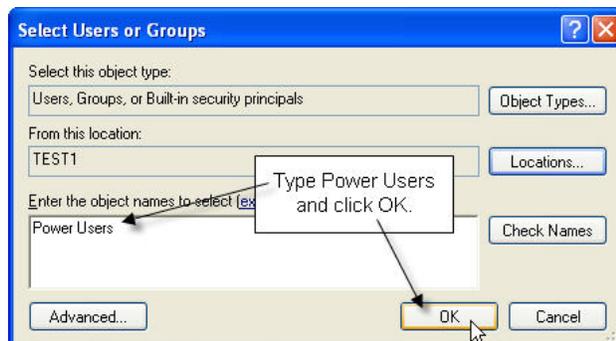
- 9 Choose from the following options:
- If **Power Users** does not appear in the list:
 - a Click **Add**.



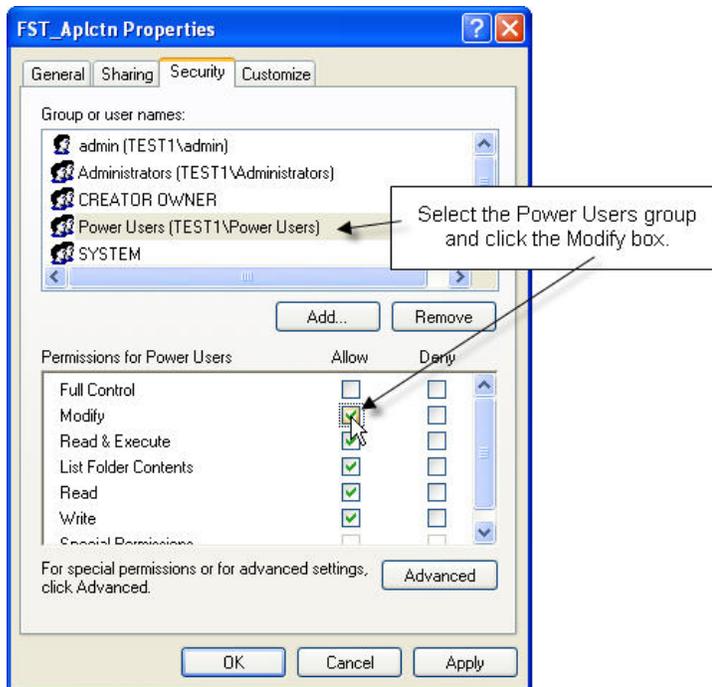
- b Type **Power Users** and click **OK**.



If **From this location** does not display your computer name, click the **Locations** button and select your computer.



- If the **Power User** group already appears, go on to step 10.
- 10 Select the **Power Users** group.
- 11 Click the **Modify** box.



12 Click **OK**.

Enhancements and Bug Fixes

This section outlines the various enhancements and fixes that have been made to the following applications.

- [ASPEN 2.5.1](#)
- [CAPRI 6.2.1](#)
- [CaseRite 3.3.4](#)
- [CDLIS Access 3.3.6](#)
- [eFOTM 120104](#)
- [HMPIP 1.7](#)
- [ISS 2.9](#)
- [PIQ 2.5.1](#)
- [ProVu 3.0](#)
- [UFA 2.4.3](#)

ASPEN 2.5.1

The ASPEN driver/vehicle inspection system enables law enforcement agencies to perform roadside safety inspections efficiently and perform timely transfers of the inspection results into State and National data systems.

Changes from ASPEN 2.5 to 2.5.1

- The County Code database table from SAFETYNET is now included.
- An issue with intermittent inspection transfer failures has been corrected to ensure that all inspections are transferred successfully.
- The “eConvert Error” that occurred occasionally when transferring to disk has been fixed.
- The Level V Inspection Report printing issue has been corrected.
- The barcode size on the Inspection Report has been enlarged.
- The formatting of the Level VI RAM readings that caused the readings to be rounded has been removed on the screen and the printed report.

Changes from ASPEN 2.4.2 to 2.5

Configuration

- For Microsoft Windows XP Power Users, the Query Central to ASPEN download now completes as expected.
- In the ASPEN Configuration dialog box, using the scroll bar will allow you to view and select to mark inspections as Local Enforcement by default.

General

- Out-of-Service brake measurements appear highlighted on the ASPEN report.
- For Federal users, ASPEN checks that the first two characters of the SI code are **US**
- On a new Federal install, ASPEN pre-populates the State Code portion of the report number with **US**.
- The Carrier name field was expanded to 120 characters in length.
- The Carrier address field was expanded to 50 characters in length.
- You can view the complete Carrier Name when exporting and importing inspections.
- For intermodal chassis, the Vehicle Make list now correctly displays the trailer manufacturers list.
- ASPEN now has the ability to manage multiple scanned vehicle identification records and include all scanned vehicles in the inspection.
- The post-crash indicator options match the other systems that use this value.
- New violations have been added to ASPEN.
 - 173.421A Transporting LTD QTY RAM exceeds 0.5 mrem/hr
 - 173.442B1 External temp of pkg exceeds 50 deg Celsius
 - 173.442B2 External temp of pkg exceeds 85 deg Celsius
 - 173.443A Radioactive contamination exceeds limits
 - 177.835A Loading/Unloading Class 1 w/engine running
 - 177.835C Transporting Class 1 in combination vehicles
 - 177.835J Transfer of Class 1 materials en route
- Help reflects the latest changes and includes steps to set up ASPEN in a LAN environment.

Inspection Manager

- You can sort by any column (ascending or descending) in the Inspection Manager or the "Open Previous Inspection" dialog box.
- The ASPEN software version number and date printed are included on all reports.
- The Summary Report now includes the total and average minutes broken out by inspection level.
- ASPEN now exports both the FIPS county code and State-defined county code when applicable. For states using state-defined County Codes in their ASPEN inspections, both the State County Code and its Federal equivalent code will now export in the transfer file. This will greatly reduce SAFETYNET integration failures previously experienced when a state configured their

- ASPEN machines to use State County Codes in the creation of their ASPEN inspections.
- The Summary Report correctly calculates the number of Straight Truck, Buses/Motor Coach, and CVSA decals issued.

CAPRI 6.2.1

The Compliance Analysis and Performance Review Information system (CAPRI) provides a standardized method for conducting reviews on motor carriers, HM shippers, and cargo tank facilities. It is also used for Safety Audits on new carriers and Mexican carriers seeking to operate in the United States.

Changes from CAPRI 6.2 to 6.2.1

- The period key can now be used as a decimal point in the worksheets.
- **Parts 172 and 173** have been added to Factor 5 in the rating process.
- A new violation has been added:
390.35 - false statements on MCS-150B.
- The drop down list for CFR equivalent on a state violation was changed to show the short description, the critical/acute indicator, and the section number.
- The screen and report for **HOS Form and Manner** have been corrected.
- Old State HOS have been mapped to the new Federal HOS violations.
- A correction was made to **Part B Violations** filter. When the filter is applied, the notes will show the correct information. (This is a fix to the 'Alaska only violation' problem.)
- The state code **QC (Quebec)** has been added to the database.
- A bug has been fixed on the **Hours of Service Worksheet**, which was causing driver hours data to be inadvertently copied between drivers.
- A bug has been fixed on the **Part C Comments** section, which was causing comments to be erased when the spell check was run.
- **Part 380** has been added as a valid Part in CAPRI. This type of violation can now be entered under the custom violations area.
- In order to accommodate the new HM permitting requirements, the following additional violations have been upgraded to acute: **172.801, 177.835(a), 177.835(c), 177.835(j), and 172.313(a)**

Changes from CAPRI 6.1 to 6.2

Worksheets

All of the following changes were recommended by the CAPRI worksheets workgroup.

- CAPRI 6.2.1 includes new worksheets for Accidents, Household Goods, and Hazardous Materials.
- Various modifications were made to the current Drug and Alcohol, Hours of Service, and Driver Qualification worksheets.
- A worksheet pick list was added, which enables users to add driver names from the Company Safety Profile to specific worksheets.

Reports

- A Receipt report was added to CAPRI 6.2.1. Like the Part A, B, and C reports, the Receipt report is a required report and must be printed. For policy questions, please contact the FMCSA Compliance and Enforcement Division.
- Other reports were improved including the Part A, Ratings Explanation, and the CTFR Personnel Report.
- The report dialog box has been modified to improve overall functionality.

HM Permitting

- The question, “Is an HM permit required?” was added to the Cargo/HM tab of Part A.
- An “HM Permitting Info” button was added as well. It provides guidance on HM permit requirements.

Data Verification

- Users can now validate that all required data elements are complete for a CR or SA. This new function checks all Parts regardless of your location in the application.

Safety Audit

- The “Other” group was added to the Safety Audit function. This group includes five new questions that relate to commercial regulations.



The answers to the “Other” questions will have no effect on the overall outcome of the Safety Audit.

CaseRite 3.3.4

CaseRite is designed to automate and improve the quality of the enforcement case preparation process. It is part of FMCSA’s suite of investigation software and shares data with CAPRI, UFA, and ASPEN.

Notice of Claim

- The “Print Screen” menu option is now called “Report List.”

- You can enter a certified mail tracking number that will print on the Notice of Claim.
- The USDOT number appears on the Enforcement Case Report.
- “Enforcement Reason” and “Knowledge & Willfulness” now print in the same order on the Continuation Sheets as they appear on the General tab.
- Text retains formatting attributes in exported files sent outside of the FMCSA network.
- The Western Service Center address was updated and the Eastern Service Center area code was corrected.
- The Do-It-Yourself Web site address was replaced with the SAFER Web site address.

General

- You can now select the “Corporate Contact” identified in CAPRI as the “Claim Recipient” for the Notice of Claim.
- CaseRite now identifies CAPRI/UFA and ASPEN as new case options and references to older software versions have been removed.
- The full build number now appears in the About CaseRite dialog box.
- Contact Person has replaced the Lock Box field.
- During installation, CaseRite no longer checks for old versions of CAPRI.

Violations

- CaseRite now accesses an updated violations table.
- CaseRite now accesses the new violations, abatements, and charge introductions tables for Household Goods and Hazardous Materials.

Import/Export

- CaseRite includes a text file with the EMIS upload, which identifies the CaseRite version number.
- CaseRite can now import more than 15 cases from a file.

CDLIS Access 3.3.6

The Commercial Driver License Information System (CDLIS) is a network of state driver license systems linked via a central site, which enables national access to any driver license status or history of safety violation convictions.

Configuration

- The Dialing Prefix box can now hold up to 10 characters.
- The Mexican prefix of 001 was added to the Dialing Prefix list.

- The “Dialing from...” option was added to the Configuration Information dialog box. You can now switch between the US CDLIS phone number and Mexico’s dialing prefix.

eFOTM 120104

The electronic Field Operations Training Manual presents investigation procedures and techniques in an electronic format. The manual is a tool to help you plan and complete simple, unusual, unique, and/or difficult investigations.

- A revision page was added to the eFOTM. This page is located at the back of the manual and lists all changes made. For specific eFOTM changes, please refer to this page.
- You can now download and complete forms directly from eFOTM.
- The Hazardous Materials worksheets are now available in eFOTM.
- Auto-updating has been included in this version.

HMPIP 1.7

The Hazardous Materials Package Inspection System (HMPIP) enables rapid collection of hazardous material package details and recording of violations discovered during dock checks and vehicle inspections.

Major Changes:

- The carrier database has been updated to include the ISS Version 2.8 carrier data, current as of November 2004, plus all Carrier name and address changes at MCMIS through January 17, 2005.
- There is a configuration parameter in the local HMPIP database to allow preserving inspections locally, after they have been uploaded to the parent site. The site administrator uses the Configure menu option to set the "Save Inspections after Uploading" to YES (note it must be all three characters, but it is case insensitive). The default is "YES," which maintains the inspections after an upload. (Previous versions would automatically delete all inspections after an upload. To use this previous behavior, change this configuration setting to "NO").
- A field has been added to the Shipper and Carrier information areas to include an Enforcement Case Number, if an enforcement action is taken. During data entry, the application verifies the proper format of this field.
- HMPIP now assigns a report number to each inspection. This number is automatically generated at each local database.
- There is now a process to support Census Data updates.

Minor Changes:

- The banner image and the text of the "Main" menu indicate if you are processing against the Parent or the Local database.

- The application version has been updated to be Version 1.7. This has been applied to the display output and to the application version in the database.
- The four Service Centers have been added to the list of office locations.
- An additional filter criteria "Upload Required" can now be used to determine the inspections that will be uploaded. Any time you create a new inspection, or change an existing inspection this field will be automatically set to Yes.
- There is now a range validation check on the Inspection date and the Shipment date. Dates that are more than one year in the past or one month in the future of the current date will not be accepted.

ISS 2.9

The Inspection Selection System (ISS) enables screening of vehicles based on DOT number, MC/MX number, State number, or carrier name. ISS returns the carrier name and address, an inspection value, and other decision indicators to help measure the value of conducting an inspection.

Configuration

- You can now select to default to the State tab on startup.

General

- This version of ISS has carrier data current as of January 2005.
- A new alert pop-up box appears when a carrier search returns a carrier that may be under an Out-of-Service order.



Users should verify that this order is still in effect by contacting the appropriate FMCSA Service Center office.

- On the Details tab, the Carrier Operation Type (Interstate, Intrastate, or HM-Intrastate) now displays.
- The Help files have been updated.

PIQ 2.5.1

The Past Inspection Query (PIQ) accesses a national database of recent inspection reports. Currently this database contains inspection reports including Level 6 data for the previous 180 days. PIQ retrieves an exact facsimile of previous inspection reports stored in the database.

Changes from PIQ 2.5 to PIQ 2.5.1

- Changes to the ASPEN Inspection Report are displayed correctly.

Changes from PIQ 2.4.2 to PIQ 2.5

- You can now view RAM (Level VI) inspections from PIQ. When RAM inspection data is available, the RAM Report button appears activated.
- Help is now available with this release.
- PIQ inspection reports display a Crash field in the violations section, which displays either a Y or N for carriers with post-crash related violations.
- The PIQ report displays the ASPEN software version used to create the Inspection Report as well as the date and time printed.
- You can no longer open multiple instances of the “Pick Inspection” dialog box.

ProVu 3.0

ProVu is a viewer, which enables Federal, State, and private industry users to analyze company profile reports available from the FMCSA. ProVu displays data elements found in the hard-copy version of the company profile in an electronic format that users can sort, filter, and view specific information.

General

- The ProVu look and feel has been changed and improved.
- The title “Carrier” has been changed to “Company” throughout ProVu.
- You can now print any selected data grid in ProVu.
- You can now print from the “OOS Rate” popup box. You can print the data grid, the OOS Data, or the associated inspections.
- Within the “Crashes within 365 days previous to:” dialog box, the number columns are right aligned and the data has separator lines.
- If you select a date greater than 365 days in the “Crashes within 365 days previous to:” dialog box, a popup warning tells you that you cannot select that date.
- A table value of “TT” now correctly translates to Truck Tractor.
- ProVu can process both zipped and unzipped .xml files.
- The processing speed of larger profiles has been improved.
- You have the ability to upgrade to ProVu 3.0 from either ProVu 2.12 or 2.11.
- The DataQs information was moved to the top of the Contacts dialog box.
- The Company Safety Rating color for the rating Conditional was changed from yellow to blue for better visibility.
- The OOS Rate field was expanded to display three characters.
- From the Inspections page, the OOS-All filter now displays the correct inspection data.

Navigation

- ProVu now has a left Navigator pane to help guide you through the various ProVu data elements. If desired, you can remove this pane to maximize the data display.
- Pages without data display as unavailable (are grayed out).
- When you open a new category, the first screen related to that category appears.
- From the File menu, you must now select to “Close Profile” before opening a new profile.

UFA 2.4.3

The Uniform Fine Assessment (UFA) software consists of three computer models, one for FMCSR violations, one for HMR violations, and one for cases that include both types of violations. UFA is a tool to be used during enforcement case preparation that presents the user with a uniform and just penalty fine amount based on subject size and ability to pay.

Changes from UFA 2.4.2 to UFA 2.4.3

- UFA can now locate and access the new CAPRI database as either an Administrator or Power User.

Changes from UFA 2.4.1 to UFA 2.4.2

- UFA accesses an updated violations table.

Included on the CD

The following applications are also included on the Field Systems CD.

Cisco Systems VPN Client 4.0.5(REL)

Included on this CD is the latest version of Cisco Systems VPN Client. If you need to access the FMCSA/SAFER systems from a remote site, and do not have a VPN already installed on your machine, you will need to install the Cisco VPN.

The VPN is included as a separate installation located on the CD in the VPN directory. Before installing, please read the [VPN installation](#) instructions located in the VPN folder.

Firebird 1.5.1

Included on this CD is the latest version of Firebird. If you are a first-time CAPRI user, you will need to install Firebird 1.5.1 along with CAPRI.

► **IMPORTANT!** ► Upgrading to CAPRI 6.2.1 requires a newer version of the Firebird database client. You must uninstall all older versions of Firebird before installing Firebird 1.5.1.

To uninstall Firebird

- 1 From the Control Panel, click **Add or Remove Programs**.
- 2 Select **Firebird** and click **Remove**.
- 3 Follow the prompts to remove the application.

To install Firebird

- 1 Install the latest version of Firebird from the FST CD.
Firebird is also available from the FMCSA InfoSys Web site <http://infosys.fmcsa.dot.gov/>.
- 2 Follow the prompts using the default settings to install Firebird.



You must have administrative rights to your computer to install.

SAFETYNET Utility

Recent changes have affected the Out-Of-Service calculation processing known as OOS violations counts. SAFETYNET has three out of service violation counts:

- Total Driver OOS
- Total Vehicle OOS
- Total OOS (sum of Driver and Vehicle)

Included on this CD is the SAFETYNET utility, which corrects this OOS count issue. For the SAFETYNET Utility installation steps, click the [installing](#) link. This utility will work with any SAFETYNET version 2.0 or higher. For more information on this issue, click the [known issues](#) link.

Historically, Out of Service violations included the driver or vehicle identifier (driver, co-driver, or unit number) in the calculation. Inspectors identified the post-crash violations with a Yes/True or No/False indicator and determined if damage was caused by the crash. The intent was not to further penalize a motor carrier for both an out of service violation and a crash record as both are used in the overall safety score.

After the initial release of the post-crash violation indicator, a new value, unknown was added. The unknown violations were not initially included in the total violation counts. As a result, there are cases where SAFETYNET does not correctly count the driver, vehicle, and total out-of-service violations. Rather than waiting for the next version of SAFETYNET, you can correct the violations calculations on your current inspections by using the included utility program.

UAS

Included on this CD is the latest version of the User Authentication System (UAS). UAS enables you to use a terminal window for authentication on the Volpe server when you are not on the FMCSA network.

The UAS is included as a separate installation located on the CD in the UAS directory. Before installing, please read the [UAS installation](#) instructions located in the UAS folder.

Known Issues

You may run into the following issues when using the applications on this CD. If the information contained in this document does not address your issue, please contact the [FMCSA Technical Support Team](#) at (617) 494-3003.

ASPEN

You may encounter the following issues when running ASPEN in a Windows XP SP2 environment.

Symantec Norton Anti-Virus Email Proxy Message—Unable to send

Power Users may encounter this issue when transferring inspections to the SAFER system via a dialup connection. Initially a message from ASPEN will indicate that the file was sent successfully. Next, an antivirus message will indicate that the message was NOT sent. The message/inspection was not successfully received by SAFER.

To successfully send inspections

- 1 From the Notification Area of your desktop, double-click .
- 2 In the **Symantec AntiVirus** dialog box, expand **Configure**.
- 3 Double-click **Internet E-mail Auto-Protect**.
- 4 Clear the **Enable Internet E-mail Auto-Protect** check box.
- 5 Click **OK**.

After transferring your ASPEN inspections, be sure to go back and select the **Enable Internet E-Mail Auto-Protect** option.

While this protection is disabled, your machine is vulnerable to viruses attached to email transfers. This is a machine configuration; rebooting the machine or switching to an Administrator User does NOT reset this configuration.

Users may encounter similar issues with other anti-virus software as well.

Windows Security Alert–Program blocking

Administrator or Power Users may encounter this message when transferring inspection files to the SAFER System for the first time.

To enable inspection transfers, choose from the following options:

- If you are logged in as a Power User, the following Windows Security Alert message may appear:



- 1 From the previous message, click **OK**.
- 2 Locate an Administrator and/or log in as an Administrator.
- 3 Retransfer your inspections from ASPEN.
- 4 In the **Windows Security Alert** message, click **Unblock**.

This enables the email transfer for all ASPEN users.

- If you are logged in as an Administrator, the following message may appear:



- Click **Unblock** to transfer the inspections and enable email transfers for all ASPEN users.

SAFETYNET Post Crash Error Message

You may encounter an error message when trying to integrate ASPEN inspections into SAFETYNET:

Error: Post Crash Violation field must be numeric. Indicator must be either 1 (Yes) or 0 (No). It cannot be N.

This message indicates that your inspections are not successfully uploading to SAFETYNET. You need to upgrade SAFETYNET to version 2.4.1.

To enable the SAFETYNET upload

➤ Upgrade your version of SAFETYNET to version 2.4.1 dated 8/25/04.

After upgrading to SAFETYNET 2.4.1, you may receive one of the following warning messages:

Warning: Total OOS Violations was updated from 1 to 0

Warning: Total Driver OOS Violations was updated from 1 to 0.

These warning messages are informational and do **NOT** affect the data integration. However, you can install the SAFETYNET utility included on the FST CD to resolve the issue.

To resolve the OOS warning messages

➤ Install the SAFETYNET utility included on the FST CD.

PIQ 2.5.1

You may encounter the following issues when running PIQ 2.5.1 in a Windows XP SP2 environment.

Previous PIQ Versions

With the release of PIQ 2.5, all previous versions of PIQ will no longer function when RAM data is included in an inspection. SAFER began sending RAM data as of the PIQ 2.5 release date, which causes any PIQ queries completed with previous PIQ versions to fail when RAM data is present in an inspection.

PIQ Message—Invalid pointer operation or Access violation error

You may encounter this issue when attempting to close the “Pick Inspection” dialog box without first opening a saved inspection.

To close PIQ

- 1 From the **Pick Inspection** dialog box, select and open a saved record.
- 2 Close the record.
- 3 Close PIQ.

State Locally Defined Fields Order

Although the data are identical, PIQ 2.5.1 displays the “State Locally Defined” fields in a different order than ASPEN 2.5.1. The ASPEN display format is imported directly from SAFETYNET, which aligns the data. However, when transferring ASPEN data to SAFER, the field alignment is lost. The method used to send the data is not able to retain this field alignment and consequently when PIQ retrieves the data from SAFER, the display is not aligned, and the data is simply displayed as received. States with a large number of Locally Defined fields may have difficulty reading and locating these fields.

There is no workaround at this time.

RAM Report Button Unavailable for Level 6 Inspections

The RAM Report button is only active when there is RAM inspection data to display. If a user designated an inspection as Level 6 but did not enter RAM data, there is no RAM data to display therefore the button is unavailable. This is by design.

Help

You may encounter the following issue when using Adobe Reader 6.0.1.

Problem Installing MS Windows Journal Viewer

You may encounter the following issue when using Adobe Reader 6.0.1.

When opening the Help manual (.pdf) from the Help files in ASPEN, Adobe Reader 6.0.1 may attempt to install MS Windows Journal Viewer. The install aborts as it cannot locate the MS Journal Viewer.msi file.

Choose from the following options:

- If you do not need MS Windows Journal Viewer, you can [uninstall](#) it.
- If you use the Viewer, you can [repair](#) it.



Adobe Reader 5.1 and 5.0 open the Help manuals without issue.

To uninstall MS Windows Journal Viewer

- 1 From the Control Panel, click **Add or Remove Programs**.
- 2 Select the **Microsoft Windows Journal Viewer** and click **Remove**.
- 3 Follow the prompts to remove the application.

To repair MS Windows Journal Viewer

- 1 Go to <http://www.microsoft.com>.
- 2 Download and follow the prompts to install (or repair) Windows Journal Viewer.

Technical Support

This document may explain or identify many general questions or issues that you may have noticed with the Field Systems applications. However, you may still have concerns or questions. For more information, contact the FMCSA Technical Support Team:

Phone	617-494-3003	Hours M-Th 8AM-8PM EST F 8AM-6PM EST
Fax	617-494-3058	
Web site	http://fmcsa-ts.dot.gov	
Email	FMCTechSup@volpe.dot.gov	